REPORT

DATE: March 17, 2004

TO: Regional Council

FROM: Sylvia Patsaouras, Manager of Environmental Planning, (213) 236-1806, patsaour@scag.ca.gov

SUBJECT: Certification of the 2004 Regional Transportation Plan (RTP) Final Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Adopt Resolution # 04-451-1 to certify the Final Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP) and to adopt the Findings and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

SUMMARY:

The California Environmental Quality Act (CEQA) requires that the Regional Council certify a Final PEIR and adopt Findings, a Statement of Overriding Considerations (SOC), and a Mitigation Monitoring and Reporting Program (MMRP), before the RC may approve the 2004 Regional Transportation Plan (RTP).

Attached are copies of the following document:

1. Resolution by the Southern California Association of Governments affirming and certifying that the Program Environmental Impact Report prepared for the 2004 Regional Transportation Plan adequately satisfies requirements of the California Environmental Quality Act

2. Findings and Statement of Overriding Considerations

3. Final PEIR Presentation Slideshow

4. Mailed under separate cover: 2004 RTP Final Program Environmental Impact Report, which consists of the Draft Program EIR (previously sent to members of the EEC and the RC in December 2003), comments received on the Draft PEIR and responses to comments, a list of commentors, minor revisions to the Draft PEIR, and the Mitigation Monitoring and Reporting Program (MMRP)

REPORT

BACKGROUND:

CEQA Requirements:

The California Environmental Quality Act (CEQA) Guidelines requires that a decision-making body read and consider the information contained in an Environmental Impact Report before making a decision on a project or plan and that the decision-making body certify that the Final EIR was prepared in compliance with CEQA and was presented to the Lead Agency's decision-making body, which reviewed and considered the Final EIR before approving the project. The Lead Agency must certify that the EIR reflects the independent judgement of the Lead Agency. The CEQA Guidelines also require that the Lead Agency prepare written findings of fact for each significant environmental impact identified in the EIR and that the Lead Agency not approve a project if the project will have a significant effect on the environment after imposition of feasible mitigation or alternatives, unless the Lead Agency finds that the benefits of the project outweigh the unavoidable adverse environmental effects.

2004 RTP CEQA Documents:

The Findings and Statement of Overriding Considerations disclose the rationale supporting the decision to approve the RTP. The Statement of Overriding Considerations summarizes the expected benefits of implementing the RTP and explains why unavoidable, significant environmental impacts are considered acceptable, in light of specific social, economic, or other factors (such as mobility, accessibility, and safety,) that justify approving the RTP.

The Mitigation Monitoring and Reporting Program (MMRP) is required by CEQA to ensure that the mitigation measures included in the RTP PEIR are implemented. Implementation of mitigation will generally be carried out by implementing agencies at the project level, and documentation of compliance with mitigation policies will be provided by implementing agencies. SCAG's existing Intergovernmental Review (IGR) process will review this documentation to ensure compliance.

The Final PEIR consists of 1) the Draft Program EIR, which was sent to members of the EEC and RC in December 2003, 2) comments received on the Draft PEIR, 3) a list of all commentors, 4) responses to comments, and 5) revisions to the Draft PEIR, including clarification, amplification, and text changes in response to comments. The response to comments focuses on addressing significant environmental issues raised by commentors. Responses are good faith, well-reasoned replies that reference where each significant environmental issue has been adequately addressed in the Draft PEIR. Appropriate comments, including useful input on programmatic mitigation measures, have been incorporated into the Final PEIR.

Resolution # 04-451-1 affirms and certifies that the Program Environmental Impact Report prepared for the 2004 Regional Transportation Plan adequately satisfies requirements of the California Environmental Quality Act.

FISCAL IMPACT:

Development, production, and certification of the Final RTP PEIR were programmed into the FY 2003/2004 OWP (WBS Element 04-020). Thus, certification of the Final RTP PEIR is expected to have no additional fiscal impact on SCAG.

RESOLUTION # 04-451-1

RESOLUTION BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING AND CERTIFYING THAT THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 2004 REGIONAL TRANSPORTATION PLAN ADEQUATELY SATISFIES REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, and as such is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result, inter alia, in a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, SCAG as the Lead Agency is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in preparing the Regional Transportation Plan; and

WHEREAS, the PEIR must comply with the content requirements set forth in Article 9 of the CEQA Guidelines, as well as additional requirements discussed below; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report ("EIR") is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168 specifies that a Program EIR can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, SCAG has determined that a Program EIR is appropriate to assess the environmental impact of the 2004 Regional Transportation Plan ("RTP"); and

WHEREAS, the 2004 RTP Program EIR ("PEIR") is a plan level document which analyzes environmental impacts of the 2004 RTP on a programmatic level, and does not analyze project-specific impacts; and

WHEREAS, these impacts should be analyzed in detail by project proponents at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, SCAG consulted with and requested comments on the draft PEIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, as soon as the draft PEIR was completed, SCAG filed a Notice of Completion with the Office of Planning and Research (OPR) on December 19, 2003, in the manner prescribed by CEQA Guidelines Section 15085; and

WHEREAS, pursuant to CEQA Guidelines Section 15087, SCAG provided public Notice of Availability of the draft PEIR, at the same time it submitted a Notice of Completion to OPR, and the notice was disseminated, inter alia, through publication in seven newspapers of general circulation throughout the region on December 18, 2003; and

WHEREAS, the public review period for the PEIR began on December 19, 2004, and ended on February 9, 2004, in compliance with CEQA Guidelines Section 15105; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the draft PEIR and must prepare a written response thereto; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(c), written responses to comments received from persons who reviewed the draft PEIR, take the form of a revision entitled, "Response to Comments Final PEIR Addendum," which includes a list of commentors, comments, responses to comments, staff-initiated text changes, and a mitigation monitoring and reporting program; and

WHEREAS, SCAG's evaluation of, and written responses to comments received during the public review period are contained in the "Response to Comments Final PEIR Addendum," attached and incorporated by reference; and

WHEREAS, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a final PEIR before approving the RTP; and

WHEREAS, as required by CEQA Guidelines Section 15132, the final PEIR consists of the draft PEIR; comments and recommendations received on the draft PEIR verbatim; a list of persons, organizations, and public agencies commenting on the draft PEIR; the responses of SCAG to significant environmental points raised in the review and consultation process; and other information added by SCAG; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes

which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the final PEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the final PEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

NOW, THEREFORE BE IT RESOLVED that:

1. That the Southern California Association of Governments Regional Council finds as follows:

   (a) that the Final Program Environmental Impact Report (PEIR) prepared for the 2004 Regional Transportation Plan (RTP), was completed in compliance with the California Environmental Quality Act; and

   (b) that the Final PEIR was presented to SCAG's decision making body, the Regional Council, and the Regional Council has reviewed and considered information contained in the final PEIR prior to approving the RTP; and

   (c) that the Final PEIR reflects SCAG's independent judgement and analysis; and

   (d) that the Final PEIR consists of the draft PEIR, the "Response to Comments Final PEIR Addendum," which includes the Mitigation Monitoring and Reporting Program, and "Findings and Statement of Overriding Considerations" attached and incorporated by reference; and

2. Based on findings supported by substantial evidence in the record, set forth above and in the " Findings and Statement of Overriding Considerations" attached hereto and incorporated by reference, SCAG hereby certifies the Final PEIR for the 2004 RTP.

Adopted at a regular meeting by the Regional Council on this 1st day of April, 2004.

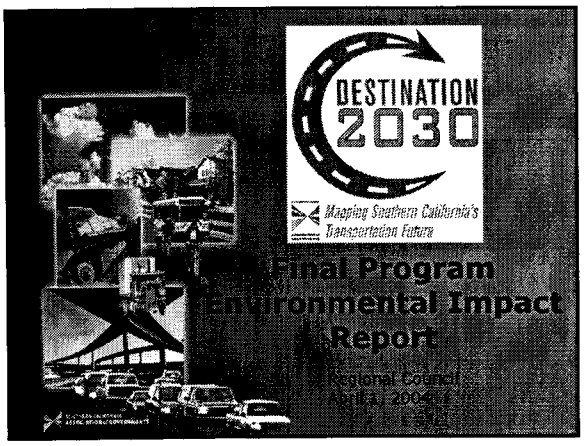
Bev Perry
President
Councilmember, City of Brea

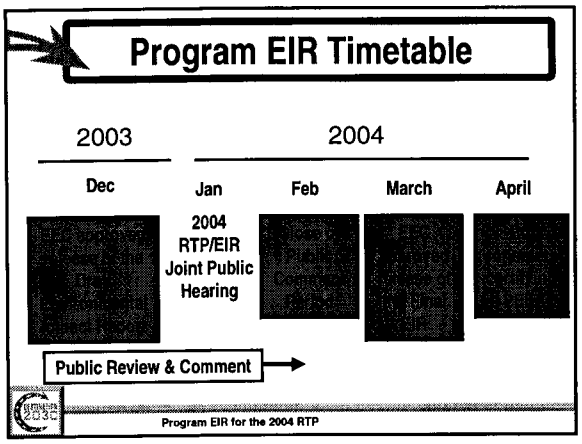
Attest:

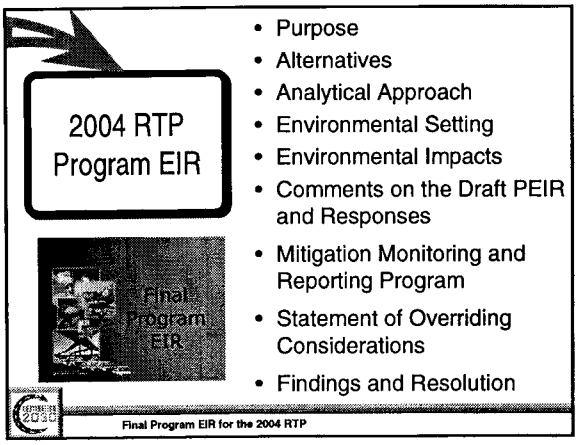
MARK A. PISANO
Executive Director

Approved as to Form:

Karen Tachiki
Legal Counsel


DESTINATION 2030
Mapping Southern California's Transportation Future
Final Program Environmental Impact Report
Regional Council
April 1, 2004

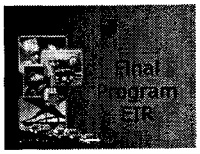

Program EIR Timetable
2003
2004
Dec
Jan
Feb
March
April
2004 RTP/EIR Joint Public Hearing
Public Review & Comment
Program EIR for the 2004 RTP


2004 RTP Program EIR
Final Program EIR
• Purpose
• Alternatives
• Analytical Approach
• Environmental Setting
• Environmental Impacts
• Comments on the Draft PEIR and Responses
• Mitigation Monitoring and Reporting Program
• Statement of Overriding Considerations
• Findings and Resolution
Final Program EIR for the 2004 RTP

Purpose

The purpose of the PEIR is to:

- Identify the significant effects on the environment of the Plan,
- Identify alternatives to the Plan, and
- Indicate mitigation to reduce or avoid significant effects (CEQA §21002.1)



RTP PEIR Alternatives

RTP PEIR alternatives include:

- 2004 RTP
- No Project
- 2001 RTP Modified
- PILUT 1/Infill
- PILUT 2/5th Ring

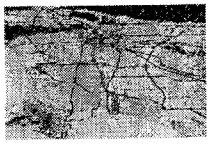
Scope of Environmental Analysis

- **Program EIR (PEIR)—first tier, programmatic CEQA document**
- **Evaluates regional-scale environmental effects**
- **Includes alternatives and mitigation measures to offset significant effects**
- **Project-level, site-specific analysis will be conducted by implementing agencies as projects in the Plan are developed**

Analytical Approach

The 2004 RTP and the alternatives were evaluated with multiple methods, including:

- GIS spatial analysis,
- Transportation, air quality and noise modeling, and
- Other quantitative, ordinal, and qualitative techniques to determine significant impacts.



Final Program EIR for the 2004 RTP

Baseline for Determining Significance

Significant impacts were determined by:

- Comparing with the existing environmental setting
- Applying explicit significance criteria

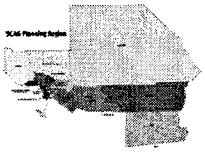
Final Program EIR for the 2004 RTP

CEQA Impact Categories

- **Significant Impacts** - substantial or potentially substantial adverse change in the environment (CEQA § 21068).
- **Less-than-significant**
- **Beneficial**
- **No Impact**
- **Direct Impacts** (primary)
- **Indirect Impacts** (secondary)
- **Short- and Long-Term Impacts**
- **Irreversible Impacts**
- **Growth-Inducing Impacts**
- **Cumulative Impacts**

Final Program EIR for the 2004 RTP

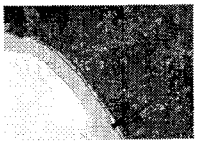
Cumulative Impacts



- **Cumulative Impacts -** incremental effects of the Plan when viewed in connection with the effects of past, present, and probable future projects (CEQA Guidelines § 15064(i))
- **"Cumulatively considerable"** impacts are significant (CEQA § 21083)

Final Program EIR for the 2004 RTP

Environmental Setting



The SCAG region includes:

- **Six counties**
- **38,000 square miles**
- **17 million people**
- **Millions of acres of open space, habitat and recreational land**
- **Diverse climate and natural resources**

A detailed environmental setting is included in each resource category in the Program EIR

Final Program EIR for the 2004 RTP

Significant Impacts to each Resource Category

- Land Use
- Population, Employment, and Housing
- Transportation
- Air Quality
- Noise
- Visual/Aesthetic Resources
- Biological Resources
- Cultural Resources
- Geology
- Hazardous Materials
- Energy
- Water Resources
- Public Services and Utilities

Final Program EIR for the 2004 RTP

PEIR Comments

- ~300 specific comments
- Relatively positive
- Adequacy of Draft
  - -Impacts, Alternatives and Mitigation Measures
- Scope of analysis
  - -Requests for site-specific analysis
- Diverse issues
- Useful mitigation recommendations

Response to Comments

- Focus on significant environmental issues
- Reference analysis & mitigation in Draft EIR
- Regional, 1st-Tier Scope
- Provide good faith, well-reasoned responses
- Incorporate appropriate comments into Final PEIR

Changes for the Final PEIR

- Additional mitigation measures
- Clarification of existing mitigation measures
- Minor text corrections
- Minor refinement to transportation and air quality modeling output

Mitigation Monitoring and Reporting Program

The MMRP identifies:

- Each adopted mitigation measure,
- Responsibility for implementation of the measure,
- Timing for mitigation measure compliance.

Findings for the Final PEIR

There are three types of findings for:

- Impacts that remain significant after mitigation
- Impacts that will be mitigated to less than significant
- Each alternative

Findings for the Final PEIR

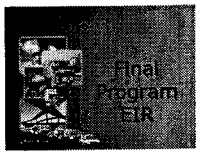
Findings for impacts that remain significant after mitigation:

- The mitigation measures are either adopted or are found to be infeasible
- The impact remains significant
- The impact is acceptable due to overriding considerations

Findings for the Final PEIR

Findings for impacts that will be mitigated to less than significant:

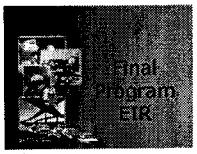
- The mitigation measures are adopted
- The impact is mitigated to less than significant



Findings for the Final PEIR

Findings for alternatives:

- The alternative is infeasible (PILUT 1 and 2 alternatives)
- The alternative is worse for the physical environment (Modified 2001 RTP alternative)
- The alternative does not meet the objectives of the 2004 RTP (No Project alternative)



Statement of Overriding Considerations

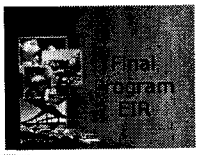
Concludes that the benefits of the 2004 RTP override the significant impacts identified in the PEIR.

Statement of Overriding Considerations

The benefits of the 2004 RTP include:

- Mobility and congestion relief
- Air quality benefits
- Economic productivity due to reduced traffic delay
- Accessibility to work opportunities
- Improved transportation safety
- Preservation of the existing system
- Additional private and public sector jobs

Recommended Action



Adopt Resolution **04-451-1** to:

- Certify the Final PEIR and
- Adopt Findings and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

SOUTHERN CALIFORNIA

Thank You

ASSOCIATION of GOVERNMENTS

Table of Contents

I. Introduction

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require the SCAG Regional Council to identify significant impacts of the 2004 Regional Transportation Plan (RTP) on the environment and make one or more written findings for each of the significant impacts. In addition, pursuant to CEQA Guidelines Section 15093 and Public Resources Code Section 21081, the existence of significant unavoidable impacts resulting from the 2004 RTP requires the Regional Council to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the Program Environmental Impact Report (PEIR) for RTP. The Statement of Overriding Considerations describes the social, economic, and other benefits of the 2004 RTP that override the significant environmental impacts.

This Findings and Statement of Overriding Considerations document is divided into seven major sections. The *Introduction* provides background information as to the purpose of the document. The *Procedural History* provides the chronological process for the development of the PEIR. Section III, *CEQA Findings: General*, states general findings of the SCAG Regional Council relating to the entire PEIR document, Section IV, *Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible,* identifies those impacts that remain significant after the application of all mitigation measures. Section V, *Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance,* identifies those impacts that would be significant, but are reduced to a level of insignificance with the application of mitigation measures. Section VI, *Findings Regarding Plan Alternatives,* section discusses each alternative to the 2004 RTP. Finally, Section VII, *Statement of Overriding Considerations,* presents the rationale to support a determination by the Southern California Association of Governments, as the lead agency under CEQA, that the benefits of the 2004 RTP outweigh those unavoidable adverse environmental effects.

For each of the impacts associated with the 2004 RTP, the following are provided:

1. Description of Impacts – A specific description of the environmental impact identified in the PEIR.

2. Proposed Mitigation – Identified mitigation measures or actions that are proposed for implementation as part of the project.

3. Findings – Regarding the adoption of mitigation measures, their implementation, and the acceptability of any residual adverse impacts.

Effective January 1, 1989, CEQA requires a Mitigation Monitoring and Reporting Program (MMRP) to be adopted as part of the EIR certification by the Lead Agency. This program has been prepared in compliance with the requirements of Section 21081.6 of CEQA to assess and ensure the efficacy of proposed mitigation measures. The PEIR for the 2004 RTP identifies the potentially significant environmental impacts associated with the project and specifies measures designed to mitigate adverse environmental impacts. The MMRP for the 2004 RTP is presented in the Final PEIR and is hereby

incorporated by reference. This MMRP relates directly to the procedures to be used to implement the mitigation measures adopted in connection with the certification of the 2004 RTP PEIR and the methods of monitoring and reporting.

II. Procedural History

The Regional Council finds that the Program Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP) was prepared pursuant the following process:

A. On June 9, 2003, a Notice of Preparation (NOP) of the PEIR was issued. The NOP comment period closed on September 25, 2003. During this comment period, staff conducted a noticed public scoping meeting on Tuesday, September 16, 2003.

B. On October 2, 2003, the Energy and Environment Committee (EEC) approved the PEIR scope and the Transportation and Communications Committee (TCC) approved release of the Draft 2004 RTP.

C. On December 4, 2003, the EEC approved release of the Draft PEIR for public comment.

D. On December 19, 2003, a Draft PEIR (State Clearing House #2003061075) was released for public review. A noticed public hearing for the Draft 2004 RTP and the Draft PEIR was held on Thursday, January 15, 2004. The public review period for the Draft PEIR closed on February 9, 2004.

E. On March 4, 2004, the EEC approved the release of the Response to Comments and recommended that the Regional Council at its April meeting certify the final EIR and adopt the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

F. On April 1, 2004, the Regional Council will consider certifying the final EIR and adopting the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

III. CEQA Findings: General

A. The Program Environmental Impact Report (PEIR) for the 2004 RTP has been prepared as a program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the PEIR corresponds to the specificity of the regional goals, policies, and investment strategies of the 2004 RTP.

B. The mitigation measures adopted as part of the 2004 RTP are generally feasible, as appropriate for a PEIR, and the 2004 RTP mitigates the environmental impacts to the maximum extent feasible as discussed in the findings made below. The adopted mitigation measures are typical for transportation and development projects and they have been demonstrated to be effective. The Findings in Section IV below indicate where mitigation measures are not capable of reducing impacts to levels of insignificance.

C. It is the finding of the SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the 2004 RTP, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the SCAG Regional Council.

D. A Mitigation Monitoring and Reporting Program for the 2004 RTP has been adopted pursuant to the requirements of Public Resources Code Section 21081.6 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment, and is included in the Final PEIR document dated April 2004.

E. SCAG is the custodian of the documents and other material which constitute the record of the proceedings upon which certification of the Program EIR for the 2004 RTP is based. These documents and other materials are available at the SCAG offices at 818 West Seventh Street, Los Angeles, California 90017.

IV. Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible

The PEIR for the 2004 RTP identifies 54 significant environmental impacts within thirteen issue areas, which cannot be fully mitigated and are therefore considered significant and unavoidable impacts. To the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations included as Section VII of these Findings. The significant and unavoidable impacts identified in the PEIR are discussed below, along with the appropriate findings per CEQA Guidelines Section 15091.

A. Land Use

Impact 3.1-1

Implementation of the proposed 2004 RTP transportation projects would result in substantial disturbance and/or loss of prime farmlands or grazing lands throughout the six-county SCAG region.

Proposed Mitigation

MM 3.1-1a: Individual projects must be consistent with Federal, State, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.

MM 3.1-1b: For projects impacting agricultural land, project implementation agencies shall contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Impacts to such lands shall be evaluated in project-specific environmental documents. The analysis shall use the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Mitigation measures may include conservation easements or the payment of in-lieu fees.

MM 3.1-1c: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid agricultural lands and to reduce conflicts between transportation uses and agricultural lands.

MM 3.1-1d: Prior to final approval of each project and when feasible and prudent, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.

MM 3.1-1e: Prior to final approval of each project, the implementing agency shall to the extent practical and feasible, avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.

MM 3.1-1f: Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

MM 3.1-1g: SCAG shall encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

MM 3.1-1h: SCAG shall encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.

MM 3.1-1i: SCAG shall encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.

Findings

The measures MM 3.1-1a through 3.1-1i, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.1-2

Implementation of the projects included in the 2004 RTP would result in a substantial loss or disturbance of existing open space and recreation lands.

Proposed Mitigation

MM 3.1-2a: Project implementation agencies shall ensure that projects are consistent with Federal, State, and local plans that preserve open space.

MM 3.1-2b: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid open space and recreation land and to reduce conflicts between transportation uses and open space and recreation lands.

MM 3.1-2c: Project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.

MM 3.1-2d: Prior to final approval of each project, the implementing agency shall conduct the appropriate project-specific environmental review, including consideration of loss of open space. Potential significant impacts to open space shall be mitigated, as feasible. The project

implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction.

MM 3.1-2e: For projects that require approval or funding by the U.S. Department of Transportation, project implementation agencies shall comply with Section 4(f) of the U.S. Department of Transportation Act.

MM 3.1-2f: Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.

MM 3.1-2g: SCAG shall encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.

MM 3.1-2h: SCAG shall encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.

MM 3.1-2i: To provide more opportunities for access to open space close to the urban core, SCAG shall encourage that multiple use of spaces be allowed as feasible and practical and encourage redevelopment activities to focus some investment on recreation uses.

Findings

The mitigation measures 3.1-2a through 3.1-2i, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.1-3

The proposed 2004 RTP contains transportation projects and strategies to distribute the future growth in the region. These projects and strategies potentially would result in inconsistencies with currently applicable adopted local land use plans and policies.

Proposed Mitigation

MM 3.1-3a: SCAG shall encourage through regional policy comments that cities and counties in the region provide SCAG with electronic versions of their most recent general plan and any updates as they are produced.

MM 3.1-3b: SCAG shall encourage through regional policy comments that cities and counties update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

MM 3.1-3c: SCAG shall work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.

MM 3.1-3d: Planning is an iterative process and SCAG is a consensus building organization. SCAG shall work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.

Findings

The mitigation measures 3.1-3a through 3.1-3d, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.1-4

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to land use and would change the intensity of land use in some areas.

Proposed Mitigation

Mitigation Measures 3.1-1a through 3.1-1i, 3.1-2a through 3.1-2i, and 3.1-3a through 3.1-3d would be applied to mitigate this cumulative impact in addition to the following measure.

MM 3.1-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Finding

The mitigation measures 3.1-1a through 3.1-1i, 3.1-2a through 3.1-2i, and 3.1-3a through 3.1-3d, in addition to 3.1-4a, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

B. Population, Housing and Employment

Impact 3.2-1

Implementation of the 2004 RTP would facilitate substantial population growth to certain vacant areas of the region.

Proposed Mitigation

MM 3.2-1a: SCAG shall work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.

Finding

Mitigation measures 3.2-1a, as presented above, has been adopted as part of the 2004 RTP. It will be implemented by SCAG and its member agencies. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.2-2

Implementation of the 2004 RTP projects would require the acquisition of rights-of-way that displace a substantial number of existing homes and businesses.

Proposed Mitigation

Mitigation measures MM 3.1-3a through MM 3.1-3d would be applied to mitigate this impact in addition to the following measures.

MM 3.2-2a: For projects with the potential to displace homes and/or businesses, project implementation agencies shall evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM 3.2-2b: Project implementation agencies shall identify businesses and residences to be displaced. As required by law, relocation assistance shall be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City, County, and Port policies.

MM 3.2-2c: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Finding

The measures 3.1-3a through MM 3.1-3d and 3.2-2a through 3.2-2c, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.2-3

The 2004 RTP has the potential to disrupt or divide a community by separating community facilities, restricting community access, and eliminating community amenities.

Proposed Mitigation
Mitigation measures 3.1-3a through 3.1-3d would be applied to mitigate this impact in addition to the following measures.

MM 3.2-3a: Project implementation agencies shall design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities shall be identified and considered in the design of the project.

MM 3.2-3b: Project implementation agencies shall design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes shall be determined that permit connections to nearby community facilities.

Finding
The mitigation measures 3.1-3a through 3.1-3d, 3.2-3a, and 3.2-3b, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.2-4
Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to currently vacant natural land.

Proposed Mitigation
Mitigation measures 3.1-3a through 3.1-3d and 3.2-1a would be applied to mitigate this impact in addition to the following measure.

MM 3.2-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision shall be used to work toward building a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Finding
Mitigation Measures 3.1-3a through MM 3.1-3d, 3.2-1a, and 3.2-4a, as presented above, have been adopted as part of the 2004 RTP. They will be implemented by SCAG and the lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

C. Transportation

Impact 3.3-1

In 2030 there would be substantially more total daily Vehicle Miles of Travel (VMT) than the current daily VMT. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

MM 3.3-1a: Beyond the currently financially and institutionally feasible measures included in the 2004 RTP, SCAG shall pursue further reduction in VMT through additional car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee transit pass program.

MM 3.3-1b: SCAG shall encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.

Finding

Mitigation measure 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. As the 2004 RTP is a financially constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are institutionally and financially infeasible. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges. While not able to commit additional funding beyond that included in the 2004 RTP, SCAG seeks to encourage programs that would further reduce VMT.

Mitigation Measure 3.3-1b, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by SCAG, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.3-2

In 2030 there would be substantially higher average delay than the current condition. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

Further reduction in delay could be obtained through the implementation of Mitigation Measures 3.3-1a and 3.3-1b.

Finding

Mitigation measure 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These

include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. As the 2004 RTP is a financially constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are institutionally and financially infeasible. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges.

Mitigation Measure 3.3-1b, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by SCAG, as detailed above and in the MMRP. The residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.3-3

In 2030 there would be substantially greater average delay for heavy-duty truck trips than the current condition. Implementation of the 2004 RTP would contribute to this increase.

Proposed Mitigation

Further reduction in delay could be obtained through the implementation of Mitigation Measures 3.3-1a and 3.3-1b, in addition to the following measure:

MM 3.3-3a: SCAG shall encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.

Finding

Mitigation measures 3.3-1a, as presented above, has not been adopted as part of the 2004 RTP, because these additional measures are currently infeasible. Mitigation Measures 3.3-1a recommends further actions to reduce all vehicle and heavy-duty truck travel and delay. These include additional measures include car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee pass program. However, these further measures are currently institutionally and financially infeasible because the 2004 RTP is required to be financially constrained.

The 2004 RTP includes measures, such as Transportation Control Measures (TCMs), designed to result in fewer trucks/cars on the road. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. As the 2004 RTP is a financially-constrained plan, the SCAG Regional Council finds that further measures, such as mitigation measure 3.3-1a, are currently institutionally and financially infeasible and would interfere with SCAG's ability to make the required air quality conformity finding that the Plan is

financially constrained for all fiscal years. Please see Chapter 2 of the 2004 RTP for further discussion of the transportation finance challenges.

Mitigation Measures 3.3-1b and 3.3-3a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.3-7

Implementation of the 2004 RTP would contribute a cumulatively considerable amount of transportation impacts, such as VMT and all-vehicle VHT in delay, to counties outside of the SCAG region.

Proposed Mitigation

The projects and measures designed to minimize VHT and VMT that are included in the 2004 RTP and Mitigation Measures 3.3-1a, 3.3-1b, and 3.3-3a would minimize this effect.

Finding

Mitigation measures 3.3-1a, as presented above and in the PEIR, has not been adopted as part of the 2004 RTP, as it is infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include: goods movement capacity enhancements, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures. The SCAG Regional Council finds that mitigation measure 3.3-1a is institutionally and financially infeasible. Mitigation measures 3.3-1b and 3.3-3a have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG, as detailed above and in the MMRP. The residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

D. Air Quality

Impact 3.4-1a

Long Term Operational Regional Impacts: Under the Plan, PM10 emissions from on-road mobile sources would increase when compared to current conditions.

Proposed Mitigation

MM 3.4-1a: Additional mitigation measures are hereby incorporated by reference from the following air quality management plans:

- 2003 SCAQMP/State Implementation Plan (SIP)
- Ventura County Air Quality Management Plan (2004 AQMP – Limited SIP Updated, Scheduled for adoption in March 2004)

- Mojave Desert Air Quality Management Plan (1996)
- Antelope Valley Air Quality Management Plan (1994/97)
- Imperial County Air Quality Management Plan (1991 and 1993)

MM 3.4-1b: The 2003 SCAQMP control measures consist of 1) SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Source Control Measures proposed by CARB; and 3) Transportation Strategy and Control measures provided by SCAG. These control measures are based on the implementation of short-term, defined measures as well as long-term measures, which will rely on new technologies to further reduce emissions. The SCAQMP includes estimated emissions reductions based on these short-term and long-term programs. The transportation improvements proposed for the short-term emissions reductions are grouped in the SCAQMP under Transportation Control Measure (TCM) project categories and include the following measures:

- High Occupancy Vehicle (HOV) Measures: New HOV lanes, HOV bypasses and connectors, interchanges, High Occupancy Toll (HOT)lanes;
- Transit and System Management Measures: Transit, Intermodal Transfer Facilities, Non-motorized Transportation Mode Facilities; and
- Information-based Transportation Strategies: Marketing for Rideshare and other services, Intelligent Transportation Systems, Telecommuting Programs and Real-time rail, transit or freeway information systems.

The 2004 RTP has been prepared to facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP. The 2004 RTP incorporates both the capital and non-capital improvements recommended by the SCAQMP.

ARB's strategy, outlined in the South Coast SIP, includes the following elements:

- Set technology forcing new engine standards;
- Reduce emissions from the in-use fleet;
- Require clean fuels, and reduce petroleum dependency;
- Work with USEPA to reduce emissions from federal and state sources; and
- Pursue long-term advanced technology measures.

Finding

The measures MM 3.4-1a and b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-2

Long-term (Operational) Localized Impacts: Freeway operations under the Plan would be likely to exceed the locally acceptable cancer risk of 1 in one million.

Proposed Mitigation
Mitigation Measures 3.4-1a and 3.4-1b would be applied to mitigate this impact.

Finding
The measures MM 3.4-1a and 3.4-1b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-3
Short-term (Construction) Regional Impacts. Under the Plan, construction activities would increase short-term air emissions.

Proposed Mitigation
Compliance with SCAQMD Rule 403 (Fugitive Dust) will reduce emissions of fugitive dust from construction activities. The following additional air quality mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts from construction activities.

Land Clearing/Earth-Moving:
MM 3.4-3a: Apply water or dust suppressants to exposed earth surfaces to control emissions.

MM 3.4-3b: All excavating and grading activities shall cease during second stage smog alerts and periods of high winds.

MM 3.4-3c: All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

Paved Surfaces:
MM 3.4-3d: All construction roads that have high traffic volumes, shall be surfaced with base material or decomposed granite, or shall be paved or otherwise be stabilized.

MM 3.4-3e: Public streets shall be cleaned, swept or scraped at frequent intervals or at least three times a week if visible soil material has been carried onto adjacent public roads.

MM 3.4-3f: Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Unpaved Surfaces:
MM 3.4-3g: Water or non-toxic soil stabilizers shall be applied as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and other unpaved surfaces.

MM 3.4-3h: Traffic speeds on all unpaved construction surfaces shall not exceed 15 mph.

Other Construction Mitigation Measures:
MM 3.4-3i: Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

MM 3.4-3j: Deliveries related to construction activities that affect traffic flow shall be scheduled during off-peak hours (e.g. 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When the movement of construction materials and/or equipment impacts traffic flow, temporary traffic control shall be provided to improve traffic flow (e.g., flag person).

MM 3.4-3k: To the extent possible, construction activity shall utilize electricity from the power grid rather than temporary diesel power generators and/or gasoline power generators.

MM 3.4-3l: Revegetate exposed earth surfaces following construction.

MM 3.4-3m: Encourage the incorporation of specific incentives into the contract bidding process to promote the use of clean fuel or low-emission construction equipment.

MM 3.4-3n: Require the use of Diesel Particulate Traps, where feasible and appropriate.

MM 3.4-3o: Require restrictions on truck and construction equipment idling for equipment of all fuel types.

MM 3.4-3p: Encourage the restriction of operations to alternative fuel vehicles, where feasible and appropriate.

MM 3.4-3q: Incentivize ride sharing and mass transit among construction workers to the extent possible.

MM 3.4-3r: Water any exposed surfaces at least twice daily to maintain surface crust, where appropriate.

Finding
The measures MM 3.4-3a through 3.4-3r, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-4
Short-term Localized Impacts. The cancer risk associated with construction projects under the Plan would likely exceed the locally acceptable cancer risk of 1 in one million.

Proposed Mitigation

MM 3.4-4a: Construction equipment shall be equipped with diesel particulate traps. Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

Finding

The measure MM 3.4-4a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.4-6

Increased air traffic would increase emissions from aircraft and ground support equipment (GSE).

Proposed Mitigation

No mitigation measures are proposed.

Finding

Management of operations at the regional airports is not within the scope of SCAG's authority. No mitigation measures proposed by SCAG would effectively minimize aircraft emissions. Nonetheless, SCAG shall support efforts to minimize emissions at airports. ARB has proposed concepts that the federal government should consider to achieve emission reductions such as more stringent engine standards, retrofit controls, cleaner fuel and applying standards to non-tactical military aircraft.

Additional environmental evaluation under CEQA will be required for airport expansion projects as well as long-range airport planning efforts at the local level. These evaluations will identify mitigation measures to reduce impacts of airport emissions on local air quality. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

F.Noise

Impact 3.5-1

Grading and construction activities associated with the proposed freeway, arterial, transit and Maglev projects identified in the 2004 RTP would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites would increase substantially sometimes for extended duration.

Proposed Mitigation

MM 3.5-1a: Project implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.

MM 3.5-1b: In residential areas, project implementing agencies shall limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

MM 3.5-1c: Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.

MM 3.5-1d: Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction will be hydraulically or electrically powered wherever possible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used such as the use of drilling rather than impact equipment, whenever feasible.

MM 3.5-1e: Project implementing agencies shall ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they will be adequately muffled.

MM 3.5-1f: The project implementing agencies shall designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

MM 3.5-1g: Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

MM 3.5-1h: Project implementing agencies shall direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.

MM 3.5-1i: Project implementing agencies shall implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.

MM 3.5-1j: In residential areas, pile driving will be limited to daytime working hours. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any

variance from this condition shall be obtained from the project proponent and must be approved by the local jurisdiction.

MM 3.5-1k: Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure that pile driving noise does not exceed speech interference criterion at the closest sensitive receptor.

MM 3.5-1l: Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines is minimized to the extent feasible.

MM 3.5-1m: Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

Finding

The measures MM 3.5-1a through 3.5-1m, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning and environmental clearance activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.5-2

Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and new use of new transit facilities as well as increased use of existing transit facilities, etc.).

Proposed Mitigation

MM 3.5-2a: As part of the appropriate environmental review of each project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.

MM 3.5-2b: Project implementation agencies shall employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.

MM 3.5-2c: Project implementation agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

MM 3.5-2d: Project implementation agencies shall construct sound reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways as appropriate and feasible so that they are depressed

below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

MM 3.5-2e: Project implementation agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

MM 3.5-2f: The project implementation agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts.

MM 3.5-2g: To reduce noise impacts, maximize distance of the Maglev route alignment from sensitive receptors. If the Maglev guideway were constructed along the center of a freeway, operation noise impacts would be reduced by the increase in distance to the noise sensitive sites and the masking effects of the freeway traffic noise.

MM 3.5-2h: Reduce Maglev speed in the vicinity of sensitive receptors.

MM 3.5-2i: As a last resort, eliminate the noise-sensitive receptor by acquiring rail and freeway right-of-way. This would ensure the effective operation of all transportation modes.

MM 3.5-2j: Passenger stations, maintenance facilities, decentralized maintenance facilities and electric substations should be located away from sensitive receptors, unless this mitigation would impede implementation of architecturally acceptable Transit Oriented Development (TOD) and appropriate infill development.

Finding

The measures MM 3.5-2a through 3.5-2j, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.5-3

Sensitive receptors potentially would be exposed to noise in excess of normally acceptable noise levels or substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and use of new transit facilities as well as increased use of existing transit facilities, etc.).

Proposed Mitigation

Mitigation measures 3.5-2a through 3.5-2j, as described above.

Finding

The measures MM 3.5-2a through 3.5-2j, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.5-4

Regional ambient noise levels potentially would increase substantially or above acceptable noise levels as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps, and use of new transit facilities as well as increased use of existing transit facilities, airports, and ports, etc.).

Proposed Mitigation

Mitigation measures 3.5-2a through 3.5-2j, as described above, in addition to the following measure:

MM 3.5-4a: SCAG shall encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.

Finding

The measures MM 3.5-2a through 3.5-2j and 3.5-4a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

G. Aesthetics and Views

Impact 3.6-1

Construction and implementation of individual 2004 RTP projects potentially would obstruct views of scenic resources.

Proposed Mitigation

MM 3.6-1a: Project implementation agencies shall implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.

MM 3.6-1b: Project implementation agencies shall, to the extent feasible, construct noise barriers of materials whose color and texture complements the surrounding landscape and development. Noise barriers shall be graffiti resistant and landscaped with plants that screen the barrier, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

Finding

The measures MM 3.6-1a and 3.6-1b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-2

Construction and implementation of the proposed project potentially would alter the appearance of scenic resources along or near designated scenic highways and vista points.

Proposed Mitigation

MM 3.6-2a: Project implementation agencies shall, where practicable and feasible, avoid construction of transportation facilities in state and locally designated scenic highways and/or vista points.

MM 3.6-2b: Project implementation agencies shall complete design studies for projects in designated or eligible Scenic Highway corridors and develop site-specific mitigation measures to minimize impacts on the quality of the views or visual experience that originally qualified the highway for Scenic designation.

MM 3.6-2c: If transportation facilities are constructed in state and locally designated scenic highways and/or vista points, design, construction, and operation of the transportation facility shall be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

Finding

The measures MM 3.6-2a through 3.6-2c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-3

Construction and implementation of the proposed project potentially would create significant contrasts with the overall visual character of the existing landscape setting.

Proposed Mitigation

MM 3.6-3a: Project implementation agencies shall develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual design guidelines shall, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods shall be employed whenever possible:

- Transportation systems shall be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- If exotic vegetation is used, it shall be used as screening and landscaping that blends in and complements the natural landscape.
- Trees bordering highways shall remain or be replaced so that clear-cutting is not evident.
- Grading shall blend with the adjacent landforms and topography.

Finding

The measure MM 3.6-3a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.6-4

The projects in the 2004 RTP potentially would add visual elements of urban character to an existing natural, rural, and open space area.

Proposed Mitigation

MM 3.6-4a: Project implementation agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies shall design projects to minimize their intrusion into important view sheds and use contour grading to better match surrounding terrain.

MM 3.6-4b: Project implementation agencies shall use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural looking finished profile.

Finding

The measures MM 3.6-4a and 3.6-4b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.6-5:

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the overall visual character of the existing landscape setting.

Proposed Mitigation

MM 3.6-5a: In visually sensitive site areas, local land use agencies shall apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, etc.

Finding

The measure MM 3.6-5a, as presented above, has been adopted as part of the 2004 RTP. This measure will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

H. Biological Resources

Impact 3.7-1

Transportation projects included in the 2004 RTP on previously undisturbed land would potentially displace natural vegetation, and thus habitat, some of which is utilized by sensitive species in the SCAG region.

Proposed Mitigation

MM 3.7-1a: Each transportation project shall assess displacement of habitat due to removal of native vegetation during route planning. Routes shall be planned in order to avoid and/or minimize removal of native vegetation.

MM 3.7-1b: When avoidance of native vegetation removal is not possible, each transportation project shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e. as opposed to ornamental vegetation with relatively less habitat value), as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-1c: Individual transportation projects shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

Finding

The measures MM 3.7-1a through 3.7-1c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-2

The 2004 RTP would potentially contribute to the fragmentation of existing habitat, decreasing habitat patch sizes, reducing habitat connectivity, and causing direct injury to wildlife. The 2004 RTP includes new transportation corridors that may form barriers to animal migration or foraging routes.

Proposed Mitigation

MM 3.7-2a: Individual transportation projects included in the 2004 RTP shall conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. Mitigation banking (opportunities to purchase, maintain, and/or restore offsite habitat) is one opportunity that project proponents and jurisdictions may pursue.

MM 3.7-2b: Each transportation project, including expansion and retrofitting of existing transportation structures, shall provide or rehabilitate wildlife crossings/access at locations useful and appropriate for the species of concern, as feasible and appropriate.

MM 3.7-2c: Individual transportation projects shall include analysis of wildlife corridors during project planning. These studies shall be conducted by qualified biologists with the appropriate expertise, as determined by the lead agency, and they shall be conducted using appropriate methodology over an appropriate time period, especially to account for species with large territories, seasonal variation in movement patterns, and rare or uncommon species. Impacts to these corridors shall be avoided and/or minimized and monitoring of wildlife movement and the success of constructed corridors such as undercrossings should continue for at least one year after construction.

MM 3.7-2d: Each transportation project included in the Plan shall use wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads. Inclusion of this mitigation measure shall be considered on a case-by-case basis, as use of wildlife fencing could further increase the effects of habitat fragmentation and isolation for many species.

Finding

The measures MM 3.7-2a through 3.7-2d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-3

The 2004 RTP includes new transportation facilities that would potentially increase near-road human disturbances such as litter, trampling, light pollution and road noise in previously relatively inaccessible and undisturbed natural areas.

Proposed Mitigation

MM 3.7-3a: Individual transportation projects shall minimize vehicular accessibility to areas beyond the actual transportation surface. This can be accomplished through fencing and signage.

MM 3.7-3b: Each project shall establish litter control programs in appropriate areas, such as trash receptacles at road turnouts and view points.

MM 3.7-3c: Each project shall use road noise minimization methods, such as brush and tree planting, at heavy noise-producing transportation areas that might affect wildlife. Native vegetation should be used.

Finding

The measures MM 3.7-3a through 3.7-3c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-5

The 2004 RTP projects would potentially create noise, smoke, lights and/or other disturbances to biological resources during construction phases for these projects.

Proposed Mitigation

MM 3.7-5a: Individual projects shall avoid and/or minimize construction activities that have the potential to expose species to noise, smoke, or other disturbances. Pre-construction surveys shall be conducted as appropriate to determine the presence of any species that would need to be protected from such an impact.

MM 3.7-5b: Individual projects shall be scheduled to avoid construction during critical life stages or sensitive seasons (e.g. the nesting season).

Finding

The measures MM 3.7-5a and 3.7-5b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-6

The 2004 RTP includes projects that would potentially displace riparian or wetland habitat.

Proposed Mitigation

MM 3.7-6a: Construction through or adjacent to wetlands or riparian areas shall be avoided where feasible through route planning.

MM 3.7-6b: Each transportation project shall avoid removal of wetland or riparian vegetation. Specific vegetation that is not to be removed shall be so marked during construction. Riparian vegetation removal shall be minimized.

MM 3.7-6c: Each transportation project shall replace any disturbed wetland, riparian or aquatic habitat, either on-site or at a suitable off-site location at ratios to ensure no net loss.

MM 3.7-6d: When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat shall be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species) as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

Finding

The measures MM 3.7-6a through 3.7-6d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.7-7

The 2004 RTP would potentially increase siltation of streams and other water resources from exposures of erodible soils during construction activities.

Proposed Mitigation

MM 3.7-7a: Individual projects near water resources shall implement Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. A more detailed description of BMPs is provided in Section 3.12 Water Resources.

MM 3.7-7b: Individual projects shall schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring) and to avoid the rainy season when erosion and sediment transport is increased.

Finding

The measures MM 3.7-7a and 3.7-7b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.7-9

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization.

Proposed Mitigation

The cumulative impacts to biological resources, due to the forecast urban development associated with the 2004 RTP would be mitigated using the same measures detailed for Impacts 3.7-1 through 3.7-7 in addition to the following measure.

MM 3.7-9a: Future impacts to biological resources shall be minimized through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's *Regional Comprehensive Plan* and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as U.S. Fish and Wildlife Service and California Department of Fish and Game during this update process.

Finding

The measures MM 3.7-1a through 3.7-7b for impacts 3.7-1 through 3.7-7, and Mitigation Measure 3.7-9a, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

I. Cultural Resources

Impact 3.8-1

Development of highway, arterial and transit projects would potentially impact historic resources.

Proposed Mitigation

MM 3.8-1a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-1b: As necessary, prior to construction activities, the project implementation agencies shall obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources within 1,000 feet of the improvement.

MM 3.8-1c: The project implementation agencies shall comply with Section 106 of the NHPA if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. This mitigation measure may include, but are not limited to the following:

- The project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of any impacted historic resource, which shall be conducted in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Weeks and Grimmer (1995).
  In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure:

MM 3.8-1d: The project implementation agencies shall secure a qualified environmental agency and/or architectural historian or other such qualified person, as deemed necessary, to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings.

Finding

The measures MM 3.8-1a through 3.8-1d, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.8-2

Construction activities involving excavation and earthmoving would potentially encounter archaeological resources.

Proposed Mitigation

MM 3.8-2a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall consult with the NAHC to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.

MM 3.8-2b: Prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-2c: As necessary prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the

Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.

MM 3.8-2d: If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.

MM 3.8-2e: Construction activities and excavation should be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.

MM 3.8-2f: Project implementation agencies shall stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Finding

The measures MM 3.8-2a through 3.8-2f, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.8-3

Construction activities involving excavation and earthmoving may encounter paleontological materials.

Proposed Mitigation

MM 3.8-3a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas.

MM 3.8-3b: Construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique. If avoidance is not feasible, paleontological resources should be excavated by the qualified paleontologist and given to a local agency, or other applicable institution, where they could be displayed.

Finding

The measures MM 3.8-3a and 3.8-3b, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.8-5

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to existing historic resources and previously undisturbed and undiscovered cultural resources, as described in Impacts 3.8-1 through 3.8-4.

Proposed Mitigation

The cumulative impacts to cultural resources, due to the forecast urban development associated with the 2004 RTP, would be mitigated using the same measures detailed for Impacts 3.8-1 through 3.8-3 in addition to the following measures.

MM 3.8-4a: As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required; and

MM 3.8-4b: If the remains are of Native American origin,

- The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.

or,

- If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case
- The landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
  - The NAHC is unable to identify a descendent;
  - The descendant identified fails to make a recommendation; or

- The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC Commission fails to provide measures acceptable to the landowner.

MM 3.8-5a: Future impacts to cultural resources shall be minimized through cooperation, information sharing, and program development of SCAG's *RCPG* and through SCAG's Energy and Environment Committee. The resource agencies, such as the Office of Historic Preservation, shall be consulted during this update process.

Finding

The measures MM 3.8-1a through 3.8-3b, as presented above for impacts 3.8-1 through 3.8-3, in addition to MM 3.8-4a, 3.8-4b, and 3.8-5a have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

J. Geology, Soils, and Seismicity

Impact 3.9-2

Highway and rail construction can require significant earthwork and road cuts, increasing long-term erosion potential and slope failure. Earthwork can also alter unique geologic features. The impacts of projects considered as part of the 2004 RTP would be considered significant in some cases.

Proposed Mitigation

MM 3.9-2a: The project implementing agencies shall ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.

MM 3.9-2b: Implementing agencies shall ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.

MM 3.9-2c: Where practicable, routes and project designs that would permanently alter unique geologic features shall be avoided.

Finding

The measures MM 3.9-2a through 3.9-2c, as presented above, have been adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.9-4

The actions considered by the 2004 RTP have the potential to cause cumulatively considerable adverse effects on human beings, when considered at the regional scale.

Proposed Mitigation

The project-level mitigation measures (MM 3.9-2a through MM 3.9-2c above, in addition to MM 3.9-1a through 3.9-1c and MM 3.9-3a and 3.9-3b below) are expected to provide some measure of additive relief from the potential hazards due to geologic and seismic factors. In addition, the regional-scale planning and growth visioning activities carried out by SCAG in preparation of the 2004 RTP are expected to heighten awareness, particularly among county and city agencies, of the importance of appropriate siting decisions. As can be read from the maps used in this analysis, while it is meaningful to speak of the ubiquity of seismic and geologic hazards throughout the SCAG region, it is also notable that many of the hazards are highly localized. Appropriate use of engineering technologies, when coupled with well thought-out siting decisions, can considerably lessen the potential for harm to human life and property resulting from these factors, taken together.

MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic ground shaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.

MM 3.9-1b: Implementing agencies shall ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the CGS, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

MM 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis is conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Finding

The measures MM 3.9-1a through 3.9-1c, 3.9-2a through 3.9-2c, and 3.9-3a and 3.9-3b, as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the

residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

J. Hazardous Materials

Impact 3.10-1

The implementation of the 2004 RTP would create a potential hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during transportation. This would be a significant impact.

Proposed Mitigation

MM 3.10-1a: SCAG shall encourage the USDOT, the Office of Emergency Services, and the Caltrans to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-1b: SCAG shall encourage the USDOT and the CHP to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-1c: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

Finding

The measures MM 3.10-1a through 3.10-1c as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Impact 3.10-3

Implementation of the 2004 RTP would result in the potential release of hazardous materials within one-quarter mile of schools.

Proposed Mitigation

MM 3.10-3a: SCAG shall encourage the United States Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-3b: SCAG shall encourage the United States Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-3c: Prior to approval of any RTP project, the Lead Agency for each individual project shall consider existing and known planned school locations when determining the alignment of new transportation projects and modifications to existing transportation facilities.

MM 3.10-3d: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

Finding

The measures MM 3.10-3a through 3.10-3d as presented above have been adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.10-5

The 2004 RTP would contribute a cumulatively significant amount of hazardous material transportation impacts to counties outside of the SCAG region.

Proposed Mitigation

The projects and measures designed to minimize VHT and VMT that are included in the 2004 RTP as well as Mitigation Measures 3.3-1a, 3.3-1b, 3.3-3a, 3.4-1a, and 3.4-1b, would minimize this effect.

Finding

The 2004 RTP includes measures and projects that reduce VHT and VMT compared to the future condition without implementation of the Plan (The No Project). Mitigation Measure 3.3-1a would further reduce VHT and VMT; however, this mitigation measure is not adopted as it is determined to be financially and institutionally infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). The 2004 RTP is a financially constrained plan, such that adoption of further measures beyond those funded by projected revenues would not be prudent.

MM 3.3-1b, 3.3-3a, 3.4-1a and 3.4-1b are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

K. Energy

Impact 3.11-2

The implementation of the 2004 RTP is likely to substantially increase the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types in the operation of the transportation system between the current conditions and 2030. This would be a significant impact.

Proposed Mitigation

Mitigation Measures MM 3.3-1a, MM 3.4-1a and MM 3.4-1b would contribute to energy impact mitigation, in addition to the following measures.

MM 3.11-2a: Project implementation agencies shall review energy impacts as part of project-specific environmental review as required by CEQA. For any identified impacts, appropriate mitigation measures should be identified. The project implementation agency or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures.

MM 3.11-2b: For any project anticipated to require substantial electrical usage, the project implementation agency shall submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, respectively, for its analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the energy provider.

MM 3.11-2c: Transit providers shall, as feasible, assure that designers of new transit stations incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.

MM 3.11-2d: SCAG shall encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.

Finding

The 2004 RTP includes measures and projects that reduce VHT and VMT compared to the future condition without implementation of the Plan (The No Project). Mitigation Measure 3.3-1a would further reduce VHT and VMT; however, this mitigation measure is not adopted as it is determined to be financially and institutionally infeasible. Other feasible measures intended to reduce vehicle miles traveled are included as integral parts of the 2004 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). The 2004 RTP is a financially constrained plan, such that adoption of further measures beyond those funded by projected revenues would not be prudent.

MM 3.3-1b, 3.3-3a, 3.4-1a, 3.4-1b, and 3.11-2a through 3.11-2d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.11-3

Implementation of the investments and policies in the 2004 RTP would contribute to a cumulatively considerable increase in the amount of total energy consumed in the SCAG region between 2000 and 2030.

Proposed Mitigation

Mitigation Measures MM 3.11-2a through MM 3.11-2d will help to mitigate the cumulative impacts on energy consumption related to the 2004 RTP in addition to the following measure:

MM 3.11-3a: SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning, and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's RCPG.

Finding

Mitigation Measures 3.11-2a through 3.11-2d, and 3.11-3a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

L. Water Resources

Impact 3.12-1

Local surface water quality would potentially be degraded by increased roadway runoff created by RTP projects, potentially violating water quality standards associated with wastewater and stormwater permits. These projects would potentially alter the existing drainage patterns in ways that could result in substantial erosion or siltation.

Proposed Mitigation

In addition to MM 3.7-7a and MM 3.9-2a, the following mitigation measures are recommended:

MM 3.12-1a: Transportation improvements shall comply with federal, state, and local regulations regarding storm water management. State-owned highways and other transportation facilities are subject to compliance with a statewide stormwater permit issued to Caltrans.

MM 3.12-1b: Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff. Wherever feasible, detention basins shall be equipped with oil and grease traps and other appropriate, effective and well-maintained control measures.

MM 3.12-1c: Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation.

MM 3.12-1d: Storm Water Pollution Prevention Plans (SWPPPs) shall be submitted to the State Water Resources Control Board (SWRCB) when proposed transportation improvement projects require construction activities. In these activities Best Management Practices (BMPs) shall be followed to manage site erosion and spill control.

MM 3.12-1e: Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall comply with sections 404 and 401 of the Clean Water Act (CWA) including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the governing Regional Water Quality Control Board (RWQCB).

MM 3.12-1f: Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes and undeveloped areas.

MM 3.12-1g: Drainage of roadway runoff should, wherever possible, be designed to run through vegetated median strips, contoured to provide adequate storage capacity and to provide overland flow, detention and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.

Finding

Mitigation Measures 3.7-7a, 3.9-2a, and 3.12-1a through 3.12-1g are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-4

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to water quality.

Proposed Mitigation

Mitigation Measures 3.12-1a through 3.12-1g shall be applied to all urban development projects, as feasible, in addition to the following measure:

MM 3.12-4a: SCAG shall continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided through cooperative planning, information sharing and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur during the update of the Water Resources and Water Quality chapters of SCAG's RCPG and through SCAG's Water Policy Task Force. This task force offers an opportunity for local

jurisdictions and water agencies to share information and strategies to plan for water quality in the region.

Finding

Mitigation Measures 3.12-1a through 3.12-1g and 3.12-4a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide (RCPG), and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-5

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to stormwater infiltration and groundwater recharge.

Proposed Mitigation

Mitigation Measures 3.12-2a through 3.12-2c shall be applied to all urban development projects, as feasible, in addition to MM 3.12-5a.

MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall ensure that projects that do require continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

MM 3.12-5a: SCAG shall continue to work with local jurisdictions and water agencies, through its Water Policy Task Force and other means, including the update of the Water Quality and Water Resources chapters for SCAG's RCPG, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG's Water Policy Task Force offers an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.

Finding

Mitigation Measures 3.12-2a through 3.12-2c and 3.12-5a are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide (RCPG), and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-6

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in flooding hazard impacts.

Proposed Mitigation

Mitigation Measures 3.12-3a through 3.12-3e shall be applied to all urban development projects, as feasible.

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: All roadbeds for new highway and rail facilities should be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.

MM 3.12-3e: Improvement projects on existing facilities shall include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities. System designs shall be completed to eliminate increases in peak flow rates from current levels.

Finding

Mitigation Measures 3.12-3a through 3.12-3e are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-7

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to the need for increased wastewater treatment capacities in the region by 2030.

Proposed Mitigation

MM 3.12-7a: Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity.

MM 3.12-7b: Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. Through the update to the Water Quality and Water Resources chapters of SCAG's Regional Comprehensive Plan and Guide (RCPG), SCAG shall provide opportunities for information sharing and program development.

MM 3.12-7c: Local jurisdictions should promote reduced wastewater system demand by:

- designing wastewater systems to minimize inflow and infiltration to the extent feasible,
- reducing overall source water generation by domestic and industrial users,
- deferring development approvals for industries that generate high volumes of wastewater until wastewater agencies have expanded capacity.

Finding

Mitigation Measures 3.12-7a through 3.12-7c are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.12-8

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth would contribute to an increased demand for water supply and its associated infrastructure. Comparing 2030 demands to existing supplies does not fully reflect the ongoing water planning conducted by water agencies in the region. While existing supplies and infrastructure may not be sufficient to meet expected 2030

demands, most water agencies have plans in place to respond to future growth. However, the *existing* water supplies and infrastructure would not be sufficient to meet the expected demand in 2030.

Proposed Mitigation

MM 3.12-8a: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans.

MM 3.12-8b: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to develop supplies to meet projected demand in 2030.

MM 3.12-8c: SCAG shall facilitate information-sharing about the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable growth policies.

MM 3.12-8d: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development during the update of the Water Resources chapter of SCAG's *RCPG* and through SCAG's Water Policy Task Force. This task force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:

- Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.
- Involve the region's water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.
- Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.
- Promote water-efficient land use development.

The Water Policy Task Force and the update to SCAG's *RCPG* present an opportunity for SCAG to partner with the region's water agencies in outreaching to local government on important water supply issues. SCAG provides a unique opportunity to increase communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies.

Finding

Mitigation Measures 3.12-8a through 3.12-8d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

M. Public Services

Cumulative Impact 3.13-5

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to a regional cumulatively considerable fire threat to development in the SCAG Region.

Proposed Mitigation

MM 3.13-5a: SCAG shall encourage local jurisdictions to strengthen and fully enforce fire codes and regulations.

MM 3.13-5b: SCAG shall encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

MM 3.13-5c: SCAG shall encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.

MM 3.13-5d: SCAG shall help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.

Finding

Mitigation Measures 3.13-5a through 3.13-5d are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-6

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the staffing level of police and fire and emergency services in the SCAG Region.

Proposed Mitigation

MM 3.13-6a: Implementation agencies shall carefully evaluate the growth inducing potential of individual projects so that the full implications of the project are understood. Individual environmental documents shall quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities to the extent feasible. Implementation agencies shall work with lead and responsible agencies to make any necessary adjustments to the applicable General Plan. Any such identified adjustment shall be communicated to SCAG.

Finding

Mitigation Measure 3.13-6a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-7

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to the number of school-age children and the demand for school facilities in different parts of the SCAG Region.

Proposed Mitigation

MM 3.13-7a: Project implementation agencies shall undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies shall ensure that the appropriate school district has the school capacity, or is planning for the capacity, that the project will generate. Appropriate mitigation measures, such as new school construction or expansion, shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SCAG shall be provided with documentation of compliance with any necessary mitigation measures.

Finding

Mitigation Measure 3.13-7a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

Cumulative Impact 3.13-9

Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence would create a cumulatively considerable impact to the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM 3.13-9a: SCAG shall encourage the CIWMB to continue to enforce solid waste diversion mandates that are enacted by the Legislature.

MM 3.13-9b: SCAG shall encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.

MM 3.13-9c: Future impacts related to management of solid waste shall be minimized through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board (CIWMB) during this process.

Finding

Mitigation Measures 3.13-9a through 3.13-9c are adopted as part of the 2004 RTP. These measures will be implemented by SCAG and its member agencies during the update of the Regional Comprehensive Plan and Guide, and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2004 RTP, discussed in Section VII of these Findings.

V. Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance

A. Biological Resources

Impact 3.7-4
The 2004 RTP projects would potentially damage natural vegetation and other habitat components as a result of trampling or off-road machinery during the construction phases for these projects. Direct fatalities to wildlife would also potentially occur.

Proposed Mitigation
MM 3.7-4a: Each project shall be preceded by pre-construction monitoring to ensure no sensitive species' habitat would be unnecessarily destroyed. All discovered sensitive species habitat shall be avoided where feasible, or disturbance shall be minimized.

MM 3.7-4b: Each project shall schedule work to avoid critical life stages (e.g. nesting) of species of concern.

MM 3.7-4c: Each project shall fence and/or mark sensitive habitat to prevent unnecessary machinery or foot traffic during construction activities.

MM 3.7-4d: When removal and/or damage to sensitive species habitat is unavoidable during construction, each project shall replant any disturbed natural areas with appropriate native vegetation following the completion of construction activities.

Finding
Mitigation Measures 3.7-4a through 3.7-4d are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-4 will be mitigated to a less than significant level.

B. Cultural Resources

Impact 3.8-4
Construction activities involving excavation and earthmoving may encounter human remains.

Proposed Mitigation
MM 3.8-4a: As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required; and

MM 3.8-4b: If the remains are of Native American origin,

- The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.

or,

- If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case
- The landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
  - The NAHC is unable to identify a descendent;
  - The descendant identified fails to make a recommendation; or
  - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC Commission fails to provide measures acceptable to the landowner.

Finding

Mitigation Measures 3.8-4a and 3.8-4b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.8-4 will be mitigated to a less than significant level.

C. Geology, Soils, and Seismicity

Impact 3.9-1

Seismic events can damage transportation infrastructure through surface rupture, ground shaking, liquefaction, and landsliding. In addition, seismically induced tsunami and seiche waves can damage transportation infrastructure proximate to coastal areas. Potential impacts to property and public safety from seismic activity would be considered significant in some cases.

Proposed Mitigation

MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic ground shaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.

MM 3.9-1b: Implementing agencies shall ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by

the CGS, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

MM 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis is conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

Finding

Mitigation Measures 3.9-1a through 3.9-1c are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.9-1 will be mitigated to a less than significant level.

Impact 3.9-3

Local geology can affect transportation infrastructure. Potentially significant impacts to property and public safety could occur due to subsidence and the presence of expansive soils.

Proposed Mitigation

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Finding

Mitigation Measures 3.9-3a and 3.9-3b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.9-3 will be mitigated to a less than significant level.

D. Hazardous Materials

Impact 3.10-4

Implementation of the 2004 RTP would create a potential hazard to the public or the environment by the disturbance of contaminated property during the construction of new or the expansion of existing transportation facilities.

Proposed Mitigation

MM 3.10-4a: Prior to approval of any RTP project, the project implementing agency shall consult all known databases of contaminated sites in the process of planning, environmental clearance, and construction for projects included in the 2004 RTP. Where contaminated sites are identified, the project implementation agency shall develop appropriate mitigation measures to assure that

worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

Finding
Mitigation Measure 3.10-4a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The mitigation measure would assure that contaminated properties are identified and appropriate steps taken to minimize human exposure and prevent any further environmental contamination. The SCAG Regional Council finds that Impact 3.10-4 will be mitigated to a less than significant level.

Cumulative Impact 3.10-6
Implementation of the investments and policies in the 2004 RTP would create a potential hazard to the public or the environment by the disturbance of contaminated sites as a result of population and housing growth in the region.

Proposed Mitigation
MM 3.10-6a: As with new or expanded transportation projects, planners and private developers can and should check published lists of contaminated properties, which are continually updated, to identify cases where new development would involve the disturbance of contaminated properties.

Finding
Mitigation Measure 3.10-6a is adopted as part of the 2004 RTP. This measure will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. With the use of these published lists, this impact will be less than cumulatively considerable. The SCAG Regional Council finds that Impact 3.10-6 will be mitigated to a less than significant level.

E. Water Resources

Impact 3.12-2
Increased impervious surfaces due to transportation projects would reduce groundwater infiltration.

Proposed Mitigation
MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall ensure that projects that do require continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

Finding

Mitigation Measures 3.12-2a through 3.12-2c are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.12-2 will be mitigated to a less than significant level.

Impact 3.12-3

The 2004 RTP would potentially increase flooding hazards, by placing structures, such as transportation investments, on alluvial fans and within 100-year flood hazard areas. The proposed 2004 RTP could alter existing drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in flooding or produce or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

Proposed Mitigation

In addition to MM 3.7-6a through MM 3.7-6d, the following mitigation measures are recommended:

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: All roadbeds for new highway and rail facilities should be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.

MM 3.12-3e: Improvement projects on existing facilities shall include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow

velocities. System designs shall be completed to eliminate increases in peak flow rates from current levels.

Finding

Mitigation Measures 3.7-6a through 3.7-6d (provided in Section IV above) and measures 3.12-3a through 3.12-3e are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council that Impact 3.12-3 will be mitigated to a less than significant level.

F. Public Services and Utilities

Impact 3.13-1

Construction and implementation of the 2004 RTP would affect the level of transportation-related public services facilities, such as police and fire/emergency personnel and associated stations or other public facilities in the SCAG Region.

Proposed Mitigation

MM 3.13-1a: The project implementation agency shall ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency shall also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:

1. Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
2. Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
3. Scheduling of truck trips outside of peak morning and evening commute hours.
4. Limiting of lane closures during peak hours to the extent possible.
5. Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
6. Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
7. Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
8. Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
9. Storage of construction materials only in designated areas.
10. Coordination with local transit agencies for temporary relocation of routes or bus stops in

work zones, as necessary.

MM 3.13-1b: The project implementation agency shall identify projects in the 2004 RTP that require police protection, fire service, and emergency medical service and shall coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current levels of services at the project site are found to be inadequate, infrastructure improvements and/or personnel requirements for the appropriate public service shall be identified in each project's CEQA documentation.

Finding

Mitigation Measures 3.13-1a and 3.13-1b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-1 will be mitigated to a less than significant level.

Impact 3.13-2

Construction necessary to implement the 2004 RTP may uncover and potentially sever underground utility lines (electric and natural gas).

Proposed Mitigation

MM 3.13-2a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-2b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

Finding

Mitigation Measures 3.13-2a and 3.13-2b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-2 will be mitigated to a less than significant level.

Impact 3.13-3

Construction necessary to implement the 2004 RTP would affect the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM 3.13-3a: Projects identified in the 2004 RTP that require solid waste collection will coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation.

MM 3.13-3b: Each of the proposed projects identified in the 2004 RTP shall comply with applicable regulations related to solid waste disposal.

MM 3.13-3c: The construction contractor shall work with the respective County's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.

MM 3.13-3d: The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

Finding

Mitigation Measures 3.13-3a through 3.13-3d are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-3 will be mitigated to a less than significant level.

Cumulative Impact 3.13-8

Implementation of the 2004 RTP in combination with potential changes to the growth distribution potentially would uncover and potentially sever underground utility lines (electric and natural gas).

Proposed Mitigation

MM 3.13-8a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-8b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

Finding

Mitigation Measures 3.13-8a and 3.13-8b are adopted as part of the 2004 RTP. These measures will be implemented by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-8 will be mitigated to a less than significant level.

VI. Findings Regarding Plan Alternatives

The PEIR evaluates the potential effects of four alternatives to the proposed 2004 RTP, including the "No Project Alternative" required by CEQA. The PEIR identifies significant impacts for all of the alternatives.

A. The No Project Alternative

The No Project Alternative includes projects and programs that would be reasonably foreseeable, absent adoption of the 2004 RTP. These projects include all in-place regionally significant highway and transit facilities, services and activities; all on-going travel demand management (TDM) or transportation system management (TSM) activities; and completion of all regionally significant projects that are currently under construction or undergoing right-of-way acquisition. These reasonably foreseeable projects defined as those projects that are included in the 2002 Regional Transportation Improvement Program (RTIP) and that completed the National Environmental Policy Act (NEPA) process by December 2002.

The 2030 regional total population is expected to be the same for the No Project Alternative and the proposed 2004 Plan. However, the No Project Alternative has 184,000 fewer households and 368,000 fewer jobs, as this alternative does not receive the economic benefits associated with the transportation investments in the Plan. The growth distribution would differ from the expected distribution supported by implementation of the 2004 RTP. The No Project Alternative does not include land-use-transportation measures and includes fewer transportation projects. As a result, the Plan and the No Project Alternative provide differing mobility, and different employment and housing options, resulting in different distributions of growth in 2030.

Because the No Project Alternative would involve construction of fewer transportation projects than the 2004 RTP, generally impacts to land use, population housing and employment, construction-related air quality, noise, visual resources, biological resources, cultural resources, geology, hazardous materials, energy, water resources and some public services would be less than the 2004 RTP.

However, the No Project Alternative would result in some more severe impacts than those of the 2004 RTP. The No Project Alternative would result in greater transportation impacts than the 2004 RTP, such as greater Vehicle Miles Traveled in 2030 than the 2004 RTP, greater average delay for all vehicles and for heavy-duty trucks, less accessibility to work opportunities, and greater impacts to safety. The No Project Alternative would also result in greater air quality impacts of most criteria pollutants (ROG, PM10, CO and SOx) and toxic air contaminants (TACs) with the exception of NOx. The No Project Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. Due to decreased mobility, especially of heavy-duty trucks, the No Project Alternative would be expected to increase hazardous material transportation impacts to counties outside of the SCAG region compared to the 2004 RTP. The No Project Alternative would result in the consumption of greater transportation energy due to increased VMT and VHT spent in delay. Greater delay would cause the emergency response times to be slower than under the 2004 RTP and the growth distribution associated with the No Project Alternative would site more homes in areas with high threats of wild fires than the 2004 RTP.

For the basic performance indicators of the Plan, mobility and air quality, the No Project Alternative does not perform as well as the 2004 RTP and it would result in more severe impacts in these resource categories. The SCAG Regional Council rejects the No Project Alternative due to its failure to meet the mobility and air quality objectives of the 2004 RTP. The SCAG Regional Council is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

B. The Modified 2001 RTP Alternative

The Modified 2001 RTP Alternative is an update of the adopted 2001 RTP, reflecting the most recent growth estimates and transportation planning decisions. The transportation investments for this Alternative are the same as those in the 2004 RTP. The Alternative is a modification of the 2001 RTP in that it updates the growth projection and modifies the transportation investments according to the newest planning decisions made in the region (e.g. the new Orange County Center Line alignment), and it extends the planning horizon from 2025 to 2030. As an Alternative to the 2004 RTP, the Modified 2001 RTP Alternative does not include any of the land use-transportation strategies utilized in the 2004 RTP. The Modified 2001 RTP Alternative includes the same number of people, households, and jobs as the Plan, though these are distributed differently due to the absence of land use-transportation strategies.

Because the transportation network is the same in the Modified 2001 RTP Alternative and the 2004 RTP, the direct impacts of the transportation projects are equal. However, the Modified 2001 RTP Alternative does not include the 2004 RTP's land use strategies that conserve vacant land. As a result, the Modified 2001 RTP Alternative would have more severe cumulative impacts than the 2004 RTP. In addition to the increase in severity of cumulative impacts, the Modified 2001 RTP Alternative would result in greater air quality impacts of criteria pollutants and toxic air contaminants (TACs). The Modified 2001 RTP Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. Greater heavy-duty truck VMT would increase the risk of hazardous materials transportation impacts in the SCAG region and other counties, compared to the conditions under the 2004 RTP. The Modified 2001 RTP Alternative would result in the consumption of greater transportation energy due to increased VMT and VHT spent in delay. Greater delay would cause the emergency response times to be slower than under the 2004 RTP and the growth distribution associated with the Modified 2001 RTP Alternative would site more homes in areas with high threats of wild fires than the 2004 RTP.

For the basic performance indicators of the Plan, mobility and air quality, the Modified 2001 RTP Alternative does not perform as well as the 2004 RTP. The SCAG Regional Council rejects the Modified 2001 RTP Alternative due to its failure to meet the mobility and air quality objectives of the 2004 RTP and due to its more severe environmental impacts. The SCAG Regional Council is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

C. The PILUT 1 (Infill) Alternative

The development of the 2004 RTP proceeded via an integrated process called Planning for Integrated Land Use and Transportation, or PILUT. The regional growth visioning effort known as Southern California Compass was an element of this process and contributed two contrasting alternatives to the 2004 RTP that were analyzed in this EIR, known as PILUT 1 and PILUT 2.

The PILUT 1 (Infill) Alternative includes transportation and urban-form strategies that encourage a substantial portion of future growth to concentrate in existing urban centers through infill and redevelopment. This Alternative was designed by Fregonese Calthorpe Associates, SCAG's consultant on the growth visioning effort, to reduce consumption of open space and habitat compared to the 2004 RTP. The PILUT 1 Alternative analyzed in this PEIR represents one potential vision of what could occur if the investments, urban form strategies, and goals of this Alternative were fully realized.

The PILUT 1 Alternative does not include the privately funded transportation projects: Maglev investments and the freight rail and roadway capacity enhancements. Additionally, this Alternative includes a "constrained" aviation scenario in which the region serves only 141 million air passengers due to a lesser reliance on airports in the Inland Empire and Northern Los Angeles County compared to the 2004 RTP. The PILUT 1 Alternative does not include the economic benefits of the privately funded elements of the Plan, resulting in 184,000 fewer households and 368,000 fewer jobs relative to the Plan.

The PILUT 1 Alternative shares many of the same significant impacts as the 2004 RTP, but with less severity. Generally, due to aggressive infill strategies within existing urban areas, this alternative would consume fewer vacant acres, resulting in less severe environmental impacts except in the cases of land use impacts due to inconsistencies with existing local land use plans and policies, the potential to disturb contaminated sites during infill development (a less-than-significant impact that is more severe in the PILUT 1 Alternative than the 2004 RTP), and the potential water supply impacts due to a greater population in the inland and desert areas relative to the 2004 RTP.

The PILUT 1 Alternative has fewer significant impacts and less severe significant impacts than the 2004 RTP, and it is identified as the "Environmentally Superior Alternative." However, implementation of this alternative is currently infeasible. This alternative would require immediate changes in local land use plans and policies in order to achieve these environmental benefits. The land use changes included as part of the PILUT 1 Alternative are not consistent with the pace of infill development established by historic trends. An alternative requiring these immediate changes should not be credited as an accessible and reliable alternative to the 2004 RTP. The land use changes included as part of the PILUT 1 Alternative are not consistent with the pace of infill development established by historic trends. The SCAG Regional Council rejects the PILUT 1 alternative as currently infeasible and is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

D. PILUT 2 (Fifth Ring) Alternative

The PILUT 2 Alternative includes transportation and urban-form strategies that encourage a more decentralized urban form, with many compact, infill-intense urban centers throughout the region with an emphasis on urban centers outside of the Los Angeles Basin. This urban form results in an improvement in the jobs/housing balance in the outlying areas. The PILUT 2 Alternative analyzed in the PEIR represents a compact, centers-based vision of what could occur if the investments, urban form strategies, and goals of this Alternative were fully realized.

Specifically, PILUT 2 focuses on improving and expanding infrastructure to utilize undeveloped land on the outer edges of the urbanized area. Transportation investments include additional capacity on State Route 14, along Interstate 5 in northern Los Angeles County, a "5th ring" expressway connecting Victorville to the Palm Springs area, and expressway improvements on US-395 from State Route 18 to the Kern County Line. Additional arterials in these areas would support these highway improvements. As stated above, this EIR evaluates a relatively compact, centers-based urban form based on full implementation of the vision for PILUT 2.

The compact development utilized in the PILUT 2 Alternative generally reduces the cumulative impacts of growth, with the exception of impacts to water supply, traffic in other counties outside of the SCAG region, and growth-induced noise.

The PILUT 2 Alternative includes a greater number of highway and arterial lane miles compared to the 2004 RTP, resulting in more severe road building impacts to land use, population, housing and employment, construction-related air quality impacts, noise, biological, aesthetic, cultural, and geologic resources. The increase in heavy-duty truck VMT relative to the 2004 RTP would increase impacts due to hazardous materials transport.

Implementation of the PILUT 2 Alternative is currently infeasible. This alternative would require immediate changes in local land use plans and policies. The land use changes included as part of the PILUT 2 Alternative are not consistent with the pace of infill development established by historic trends, especially in the outlying areas of the SCAG region. The SCAG Regional Council rejects the PILUT 2 alternative as currently infeasible and more environmentally damaging than the 2004 RTP and is in favor of adoption of the 2004 RTP for the reasons discussed in the Statement of Overriding Considerations.

VII. Statement of Overriding Considerations

This section provides the rationale to support a determination by the Southern California Association of Governments, as the lead agency under CEQA, that the benefits of the 2004 Regional Transportation Plan outweigh those unavoidable adverse environmental effects that may be associated with implementation of the 2004 RTP. This discussion, which is required by Section 15093 of the CEQA Guidelines, presents the reasons in support of the determination.

A. Determination

The SCAG Regional Council has determined that the overall benefits of the proposed 2004 RTP and the economic, social and other considerations outweigh and override the unavoidable adverse environmental impacts discussed in the findings. The reasons supporting this determination are as follows:

1. Implementation of the 2004 RTP will provide mobility and congestion relief in the SCAG region. In 2030 if the Plan were not implemented, the region would experience 502 million hours of delay compared to 486 million hours with the Plan in place. This Plan benefit results in a yearly reduction of 2.2 million person-hours of traffic delay, equivalent to yearly savings of 34.7 hours per person.

2. Implementation of the 2004 RTP provides air quality benefits. Specifically, with implementation of the Plan, emissions of Reactive Organic Gases (ROG), nitrous oxides (NOx), sulfur oxides (SOx), Toxic Air Contaminants (TAC), and PM10 would decrease in 2030 compared to conditions without implementation of the Plan. Failure to implement the Plan would contribute to additional health risks related to transportation-generated air contaminants. Furthermore, failure to implement the Plan would risk non-conformance with federal air quality mandates. Non-conformity with these mandates could lead to transportation funding sanctions that would further reduce the region's ability to effectively improve air quality and plan for transportation needs.

3. Implementation of the 2004 RTP is expected to provide economic benefits to the SCAG region. These benefits are expected to be experienced directly through the jobs created through projects included in the 2004 RTP and indirectly through the benefits of a more efficient transportation system. Approximately 370,000 additional jobs are expected in the SCAG region by 2030 with implementation of the 2004 RTP relative to the 2030 condition without implementation of the Plan. As discussed in (1) above, implementation of the 2004 RTP would result in per capita savings of 34.7 hours spent in traffic per year in 2030. This timesaving supports greater economic productivity in the region.

4. The 2004 RTP is expected to improve the ease with which work opportunities are reached. 90% of work trips would be made within 45 minutes travel time by auto and 37% by transit in 2030 with implementation of the 2004 RTP. Without the Plan, work opportunities accessible by auto within 45 minutes travel time would fall to 82% and 29% by transit in 2030. The improved accessibility provided by the Plan is an important social benefit for the SCAG region.

5. In 2030, with implementation of the 2004 RTP, transportation fatality and injury rates are expected to be lower than the 2030 condition without implementation of the Plan. The fatalities per million passengers are estimated to be 0.27 with the Plan and 0.28 without the Plan. The injuries per million passengers with the Plan are estimated to be 10.7 per million persons compared to 11.0 per million persons without implementation of the 2004 RTP.

6. The 2004 RTP provides funding for the preservation of the existing transportation system. The 2004 RTP increases system preservation funding by $6.5 billion through 2030 relative to the No Project Alternative. The infrastructure preservation spending protects the past investments in the SCAG region and provides associated benefits to mobility, congestion relief, economic activity, safety, and accessibility.

7. Implementation of the 2004 RTP is expected to provide an annual average of 21,900 new jobs from the implementation of public-sector funded infrastructure projects. Privately funded projects recommended in the RTP would add 31,060 jobs annually through 2030. The average wages for jobs generated by transportation infrastructure projects range between 12 and 28 percent higher than existing average salaries paid per job. The 2004 RTP is also expected to create additional transportation construction and logistic industry cluster jobs. The job growth related to the 2004 RTP would create wealth in the region, raise the income level, and enhance the region's competitiveness.

In making this finding, SCAG has balanced the above benefits of the proposed project against each unavoidable environmental impacts and has indicated its willingness to accept those risks. Moreover, by certifying the 2004 RTP PEIR, SCAG acknowledges its independent judgment of the document and validity of the findings and conclusions.